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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY Bulgaria

REPORT

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Roads in the Zlatograd Area  
Soviet Specialists in Bulgaria

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Roads in the Zlatograd Area

9. The highway from Zlatograd to Podkova, Momchilgrad Okoliya, is important because it links the Podkova station with the Dimitrovgrad-Khaskovo-Kurdzhali line and makes possible the transportation of mining materials from Podkova to the mining area near Zlatograd. The highway varies in width, from four meters in some places to eight meters in others. It has a gravel surface which has been rolled and has a top layer of sand. It is not in very good condition, and is broken up in some places; for example, at the stretch between the tenth and fifteenth kilometer from the Podkova station. The road is 45 kilometers long.

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10. In 1950 or 1951, a new bridge was built over this highway (over an unidentified river). The bridge is about six kilometers west of Benkovski village, Zlatograd Okoliya. [redacted] it is about eight meters wide, 200 meters long, maximum height about eight to 10 meters, reinforced concrete construction, three piers, the longest span is reinforced with solid steel, and has a steel superstructure. There is a permanent Militia post on the bridge and the guard is armed with an automatic weapon. The guard booth is located on the western side of the bridge; all traffic passing over the bridge is inspected. [redacted] any kind of freight vehicles can pass over this bridge. 50X1-HUM 50X1-HUM
11. There are concealed Militia posts along this highway. The Militia personnel come out to inspect the documents of travelers. [redacted] 50X1-HUM
12. In addition to the bridge listed above, there are about 20 small bridges over the small streams in the area. Most of these bridges are of wooden construction and are about two to four meters long. They are so narrow that only 1-way traffic is possible; signs are posted about 10-15 meters from the bridge stating the maximum weight capacity of the bridge, which varies between eight and 10 tons. Most of the bridges have sharp turns.
13. Large quantities of material for the mining area near Zlatograd have been piled along the Zlatograd-Podkova highway. These consist of bricks, seven or eight sheds filled with cement, lumber, large quantities of iron, various iron equipment, and large boxes 2.5 to 3.0 meters wide, five meters long, and two meters high.
14. Along this highway which is in very good condition but very steep (sic, see paragraph 9 above; possibly the road beyond Podkova which goes from Dimitrograd to Khaskovo and Kurdzhali is meant) and has about 15 curves, [redacted] 50X1-HUM about 10 antitank obstacles at vantage points. The obstacles consist of three blocks, two of which are immobile and one mobile. The immobile blocks are made of a stone and cement mixture and are 1.5 meters high, 1.20 meters wide, and correspond in length to the stones on the highway (sic). The mobile block is made of reinforced concrete 1.5 meters high, about one meter wide, and 3.0 to 3.5 meters long. It is placed on four or five round boxes parallel to the 50X1-HUM highway on a slope and the two other boxes are slanted against it to keep it from rolling. All the antitank obstacles [redacted] noted along this highway are of the above-mentioned type, with the exception of the one near the school in Benkovski which consists of four immovable blocks (like the one 50X1-HUM described above, but two meters long) placed two on each side of the highway at 1.5 meter intervals. A large rock is set on a wooden platform on either side of the highway which can be lifted to the highway between the stationary blocks. [redacted]

Soviet Specialists in Bulgaria

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15. [redacted] Soviet officers accompanied by staff officers of the Border Guards inspected the zastavas of the 1 Zlatograd Komandatura during 1951. The Soviet officer was a colonel or lieutenant colonel, and was interested in the equipment existing on the border. 50X1-HUM
16. [redacted] a Soviet instructor taught in the dog-training school in a village seven or eight kilometers from Sofia. This school is for non-commissioned officers for handling service dogs. [redacted] The Soviet instructor taught the students the various breeds of dogs, their habits, and their capabilities. After this, the

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Bulgarian officers conducted the training. The school, however, was often visited by Soviet officers who exercised direct control over its work; at exercises carried out by trained dogs, Soviet officers were always present. Training was carried out on the lines of the Soviet system, and the Soviet officers inspected each dog at the completion of the course according to his qualifications, evaluated him, and passed him to a certain soldier who had finished the soldier and who would be in charge of that dog from then on. [redacted] the service dogs for the "Lyulyak" Zastava were valued at 5,000 new leva and that only the "Lyulyak" and "Bozhur" Zastavas of the 3 Avren Komandatura had service dogs. The dog from the "Bozhur" Zastava, which was one of the best-trained dogs of the Sofia school, was later accidentally killed by a border detail.

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